

CHOICE
Amontillado
Sherry
\$17.00 per dozen.
H. PRICE & CO.,
468 12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

Fine Old
FRUITY
PORT
\$18.00 per dozen.
H. PRICE & CO.,
468 12, Queen's Road.

No. 12,762

號二十月二年四零百九千一英

HONGKONG, MONDAY, FEBRUARY 22, 1904.

日七初月正年辰甲

PRICE, \$3.00 Per Month

MADEWEN FRICKEL & CO., SHIPPING AND FORWARDING DEPARTMENT. CHINA PARCEL EXPRESS.

SHIPPING DATES.
To England... 14th Feb.
To France... 20th ..
To Germany... 20th ..
To Italy... 20th ..
To United States via San Francisco... 11th ..
To United States via Suez Canal 28th ..
To India... 11th ..
To South Africa... 11th ..
To Australia and New Zealand 11th ..
To Canada... 9th ..
Estimates for Freight and 'free delivery' charges upon receipt of Cubic Contents and Weight.
DELIVERY ANYWHERE.
Office—3, DUNDAS STREET.
Hongkong, February 4, 1904. 2947

Wanted.

WANTED.

BACHELOR Quarters by 2 German Gentlemen, event. FURNISHED or UNFURNISHED House, Peak or Hill District. Apply to 'S. O.' Care of 'CHINA MAIL' Office. Hongkong, February 20, 1904. 331

WANTED.

GOOD CLERK and Good BOOK-KEEPER European or other. Apply stating experience and Salary demanded to 'B. A.' Care of 'CHINA MAIL' Office. Hongkong, February 20, 1904. 336

WANTED ON 1ST APRIL.

A TRAVELLING AMBAH to accompany a Lady and 3 Children to Europe. Reply 'Dr. L.' Care of 'CHINA MAIL' Office. Hongkong, February 15, 1904. 336

WANTED.

GOOD CLERK Wanted, European or other. Apply to ROBINSON PIANO CO., LD. Hongkong, February 10, 1904. 279

Intimations. NOTICE.

MR HORACE M BAIN is authorized, from this Date, to sign our Firm per procuration. BAIN & REID. Hongkong, February 18, 1904.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business at 11.45 A.M., on TUESDAY, WEDNESDAY and THURSDAY, the 23rd, 24th and 25th instant, respectively. Hongkong, February 20, 1904. 330

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-Year Ending 31st DECEMBER, 1903, at the Rate of ONE POUND and TEN SHILLINGS together with a BONUS of TEN SHILLINGS STG. per Share of \$ 25 is PAYABLE on and after MONDAY, the 22nd DAY of FEBRUARY Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants. By Order of the Court of Directors, (Sd.) J. R. M. SMITH, Chief Manager. Hongkong, February 20, 1904. 334

ZETLAND HOUSE,

No. 10, QUEEN'S ROAD CENTRAL.
SUPERIOR ACCOMMODATION.
Moderate Charges.
MRS. WATKINS, Proprietress. Hongkong, January 14, 1903. 96

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.M. THE PRINCE OF WALES
Supplied at all the leading Clubs and Hotels and to be obtained from LANE, CRAWFORD & CO., 12, Queen's Road, Hongkong.

W. S. BAILEY & CO. Engineers, Shipbuilders, Boilermakers, Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS, TUGS AND FAST STEAM-LAUNCHES.
Pumps, Packings, General Store, and Engineers' Tools of Every Description.
OFFICES & SALES ROOMS, 20, CORNAUGHT ROAD CENTRAL.
W. S. BAILEY, M.A.M.E.C.E. E. O. MURPHY, M.E.S.O., A.L.M.E.C.E.
KOWLOON BAY.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK, PLANS, SPECIFICATIONS AND TENDERS.
Consulting and Superintending Engineers and Surveyors.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain A. W. Dixon.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 2,860 tons, Captain J. J. Loeuist.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m., and on Sundays at 12.30 p.m.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SAINAM, 568 tons, Captain B. Branch.
s.s. NANNING, 569 tons, Captain G. Buchanan.
s.s. TAR HING, 618 tons, Captain R. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —
HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

榮 CHEE WING & CO., 致 28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

**WILLIAM MACLEOD, D.D.S.,
DENTIST.**
11 & 13, BEACONFIELD ARCADE.
Hongkong, September 22, 1903. 1768

THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSB RNE,
Proprietor and Manager.
Hongkong, January 20, 1904. 135

When you feel in need of something to refresh the body and at the same time nourish and sustain—something to make you strong, hale and hearty—try a cup of Bovril.

BOVRIL

To be obtained at all the leading Grocers, Chemists, and Hotels, and to be obtained from LANE, CRAWFORD & CO., 12, Queen's Road, Hongkong.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED, (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger,' 'Dewon,' and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insertions, and Ropes.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in-hand.
Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.
Asbestos Packed, Cock, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers, Hongkong.
Office, 6 Des Voeux Road, opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

NEW STOCK OF
SADDLERY
RACE SADDLES, POLO SADDLES,
HACKNEY SADDLES.

**NUMNAHS AND WEIGHT CLOTHS,
BITS, SPURS, STIRRUPS.**
EVERY REQUISITE FOR STABLE USE.
LANE, CRAWFORD & Co.
Hongkong, December 31, 1903.

Cutler, Palmer & Co., LONDON

(Wine Shippers to China since 1815).
Have always Stocks of their well-known Brands with
SIEMSEN & CO., 141
Hongkong, 15th July, 1901.

CHAMPAGNES

CHARLES HEIDSIECK
PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

YOU MUST HAVE FAITH

IN the druggist who fills your prescription. You must have confidence not only in his honesty but in his ability, to skillfully compound physician's prescriptions. We insist on quality. It is never sacrificed. We are skillful prescriptionists. We surround every prescription with many safeguards against error. Mistakes are impossible. Are not these good reasons why you should bring your prescriptions here? Prices as low as anywhere.

Watkins Limited, Chemists and Druggists.

**THE APOTHECARIES HALL,
Waters Building.**
TELEPHONE 341.

MAO LAREN'S CANADIAN CHEESE

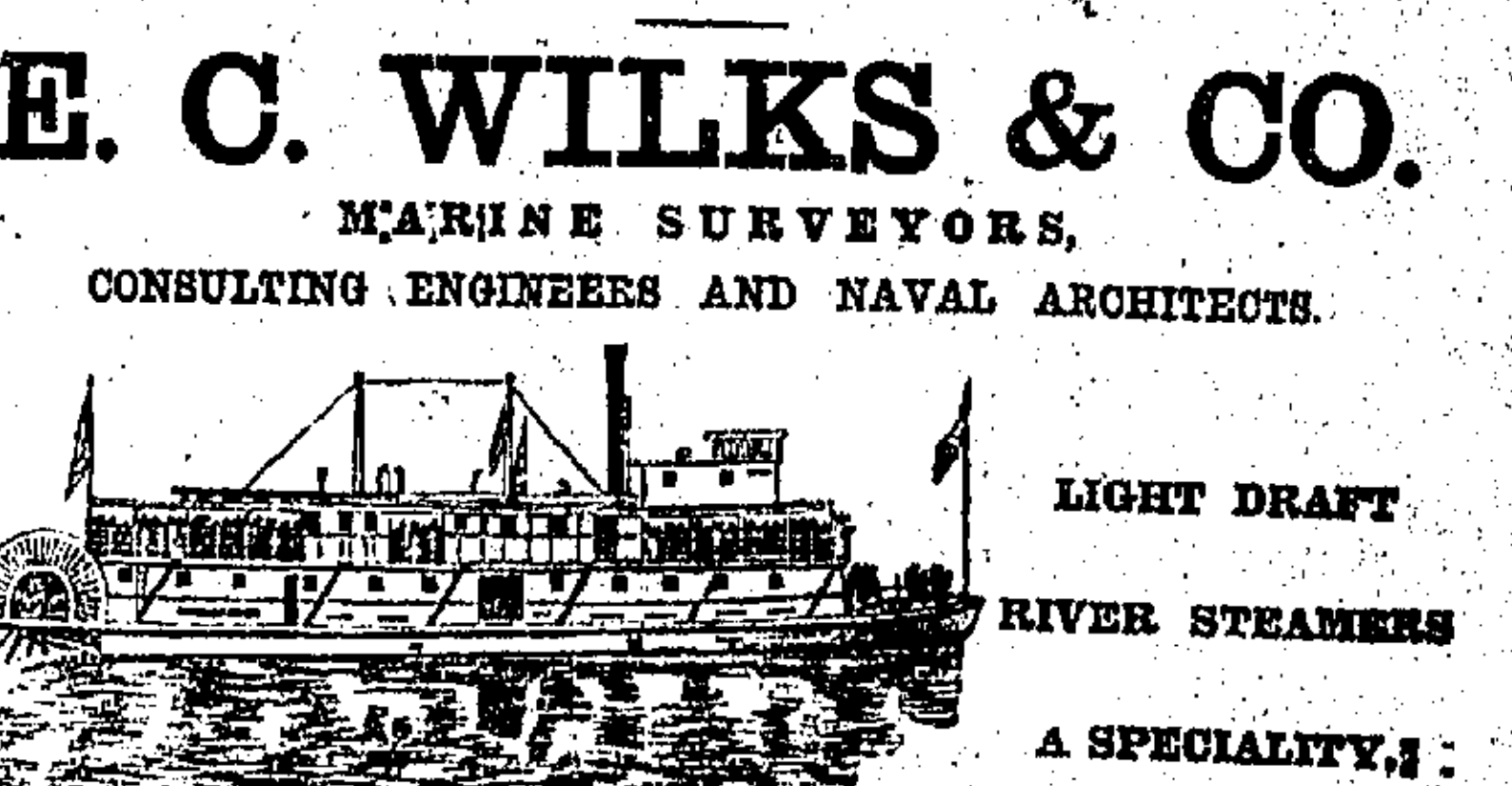
In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS. 983
Hongkong, May 6, 1903.

**MEE OHUNG,
HIGH-CLASS PHOTOGRAPHER.**
Developing and Printing for Amateurs.
ENLARGEMENTS & SPECIAL FEATURES.
BRANCH Hongkong Hotel Concession.
1587

KING EDWARD HOTEL

A HIGH-CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hotel & Separate Tables.
For terms, etc., apply to the
MANAGER.
Hongkong, June 10, 1903. 125

HONGKONG MARINE ENGINEERING BUREAU. E. C. WILKS & CO. MARINE SURVEYORS, CONSULTING ENGINEERS AND NAVAL ARCHITECTS.



STERN WHEELERS.
Mr W. C. JACK, of the above firm, having already constructed a number of successful boats of this type, is prepared to supply plans and specifications suitable for any service. These boats built of either wood or steel can be dismantled after building in Hongkong and shipped for re-erection at destination.
ADDRESS—12, BEACONFIELD ARCADE, HONGKONG. TELEPHONE No. 358.
AGENCIES—J. & A. NIOLAUSSE, Water Tube Boilers.
W. H. ALLEN & SON, Electrical Plant and Centrifugal Pumps.
McDEARMON AND CO., Canadian Asbestos Goods.
Hongkong, January 1, 1904. 1

GREEN ISLAND CEMENT CO., LD. Portland Cement

In casks of 875 lbs net, \$4.75 per cask, ex Factory.
In bags of 250 lbs net, \$2.85 per bag, ex Factory.
FACTORIES—HONGKONG AND MACAO.

Classed Stoneware, Drain Pipes and Fittings, Glass Paving Bricks and Tiles, Fire Bricks and Fire Clay.
FIRE CLAY WORKS—DEEP WATER BAY HONGKONG

For further particulars, apply to
Shewan, Tomes & Co.,
GENERAL MANAGERS, 113.

TONIC SPICE OR CONDITION POWDER FOR HORSES.

A course of the Tonic Spice strengthens and gives tone to the digestive organs, fortifies the constitution, and invariably restores the healthy functions of the organs.
FOR HORSES IN TRAINING FOR RACING
The Tonic Spice is of essential value, for by its use a great saving of time is effected in procuring that firmness of muscle necessary for the great exertions required on the racecourse.
NO HORSE OWNER SHOULD BE WITHOUT IT.
SOLD IN TINS AT \$1.
THE VICTORIA DISPENSARY,
QUEEN'S ROAD CENTRAL.

THE HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT.
WELL FURNISHED THROUGHOUT.
BEST QUALITY PROVISIONS AND LIQUORS.
EUROPEAN CHEF.
EVERY COMFORT FOR VISITORS. PRICES MODERATE. 2168

W. BREWER & CO., 23 and 25, QUEEN'S ROAD.

Through Hidden Shenai, by Nicholls ... \$ 9.00
Life and Sport in China, by Ready ... 9.00
China Past and Present, by Parker ... 8.00
The Land of the Boxers, by Captain Gordon Casserley ... 5.00
A Doctor in Khaki, by Freeman ... 5.00
Casselle's Book of Canaries and Cage Birds: Colored Illustrations ... 15.00
Association Football, by M. L. Jackson ... 3.00
The World of Golf, by Camden Smith ... 3.00
Athletics, by Thomas ... 3.00
Racquets, Tennis and Squash, by Miles ... 3.00
Croquet, by Leonard Williams ... 3.00
Lawn Tennis, at Home and Abroad, by Myers ... 8.00
Cricket, by Hutchinson ... 3.00
Electricity as applied to Mining, by Lupton Pain and Perkins ... 7.50
The House on Spurt, by Members of the London Stock Exchange, 'all Leading out Door Games' 2 Vols. ... 15.00
THE FOX TYPE-WRITER.

FAIRALL & CO.

Dressmakers and Milliners,
ARE NOW SHOWING
SMART HATS, Dainty SUNSHADES,
GLOVES, SHOES,
and all Dress Accessories Suitable for the
Racing Season.
Hongkong, February 18, 1904. 1269

CALDBECK, MACGREGOR & Co.,

Wine and Spirit Merchants,
15, QUEEN'S ROAD,
HONGKONG.
LONDON—RANGOON STREET ORIENTAL FRIDGES
GLASGOW—ST. ENOCH'S SQUARE
SHANGHAI—FOOCHOW ROAD
SINGAPORE—RAFFLES QUAY.
Hongkong, February 4, 1904.

HONGKONG SHARE REPORT.

In their weekly share report, dated 19th February, Messrs Benjamin, Kelly and Potts state:—

During the week, dulness has prevailed owing to the intervention of the China New Year holidays, and the near approach of the Annual Race Meeting which commences next week.

Banks.—Hongkong and Shanghai Banks have further depreciated in value since our last report and shares have been parted with at 1635. The London quotation is unchanged at 261. Nationals are required for at 324.

Marine Insurance.—Unions are procurable at \$185, and China Traders have sellers at \$55.

Fire Insurance.—Hongkong Fire continue firm at \$306. China Fire have been sold and are still offering at \$91. The Report for presentation to shareholders at the forthcoming Meeting shows a balance of profit for the year 1902 of \$212,868.88 from which sum it is proposed to pay a Dividend of \$4 and a Do us of \$1 per share, add \$32,915.14 to Extra Reserve Fund and \$15,900 to Investment Fluctuation Account. The balance at credit of Working Account on the 31st December, 1903 was \$320,047.88 showing a gain of \$64,149.81 over the previous twelve months, which must be considered satisfactory.

Shipping.—Hongkong Canton and Macao Steamships have been dealt in at \$28. Indo-China have ruled quiet and are quoted at \$83. Douglas Steamships are on offer at \$35. China and Manila have reduced to \$24 at which rate shares can probably be obtained. Star Farries (old issue) remain unaltered at \$30. The new shares have found buyers at \$183. There is nothing doing in Shell Transports but shares can be placed at \$1. Shanghai Tugs have been done at Tls. 473 and \$444 for the ordinary and preference shares respectively, closing with buyers for the latter at Tls. 45.

Mining.—The market for all Mining Stock is dead at the moment.

Refineries.—China Sugars are steady with sales and further buyers at \$107.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been disposed of and more shares are wanted at \$206. According to latest telegraphic advices from Shanghai, Farnham have further advanced and are in demand at Tls. 137. We have heard of no transactions in either Kowloon or Hongkew Wharfs but both stocks remain firm at the previous week's quotations.

Lands, Hotels and Buildings.—Hongkong Lands have declined to \$149 and are on offer after sales at this price. Hongkong Hotels are in the market at \$146. Aster House Hotels have been placed at \$261, 261 and \$26. There are small buyers of Hotel de Colonies at Tls. 14. Business has been done in Humphreys' Estate at \$10.60 and in China Providents at \$9.

Cotton Mills.—Hongkong Cottons can be bought at \$151. Lau Kung Mills have changed hands in the North at the reduced rate of Tls. 324.

Cigar Companies.—There is no business to report.

Miscellaneous.—Green Island Cements have weakened to \$25. China Borneo are easier and can be procured at \$84. Further sales of A. S. Watsons have been effected at \$143. Electrics are without business and remain unaltered at last quotations. William Powells are to be had at \$94. Langkats have been fixed at Tls. 295.

Sore Muscles

THE correct treatment of sore muscles is very simple. First take a good warm bath before going to bed, and be sure to rub yourself dry. This opens the pores. Then rub Chamberlain's Pain Balm into the pores, keeping up a brisk rubbing for several minutes. If you have time when you get up in the morning, rub in some more of the Pain Balm.

This cure sore muscles caused by hard work or severe exercise of any kind. Chamberlain's Pain Balm is the favorite rub-down of all prominent athletes. It keeps the muscles in fine shape. One application gives relief. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

Relieves the red-
ding pain at once
and

CURES
all discharges from
the genital-
urinary or-
gans in either
sex in
48 HOURS
Santal-Midy

Unlikethe sa-
dal oil of the
Bazars, it is su-
perior to Co-
paiba, Cubeb,
or Injections,
and causes
no inconveniences.
Beware of imitations
Each tiny Capsule
bears the name
SANTAL MIDY

is a specific
for
Cystitis

SANTAL MIDY

Prepared by
S. J. VIGIER, PARIS

Sole Sale by A. S. Watson & Co. Chemists

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN ORAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
8a QUEEN'S ROAD CENTRAL.

"The Young American" Cigars



Connoisseurs' opinions of these Cigars:
They are delicious! soothing! unequalled in quality, flavour,
and price. Ask your tobacconist for them and do not be
put off with any other.

HOLLOWAY'S
POINTMENT
Is an unfailing Cure
**For Old Wounds,
Sores, Piles,
Fistulas, Bad Legs,
Bad Breasts.**
AND
EVERY FORM OF SKIN DISEASE.
Manufactured only at
76, New Oxford Street, London. Sold by all Medicine Dealers.

LEA & PERRINS' SAUCE.
Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.
LEA & PERRINS' SAUCE.

Dr. J. Collis Browne's

CHLORODYNE

COUGHS, COLDS, ASTHMA, BRONCHITIS.
IS THE GREAT SPECIFIC FOR DIARRHEA, DYSENTERY, CHOLERA.
Dr. J. COLLIS BROWNE'S CHLORODYNE.—Dr. J. COLLIS BROWNE (late Army Medical Staff) DISCOVERED A REMEDY, to denote which he coined the word CHLORODYNE. Dr. Browne is the SOLE INVENTOR, and as the composition of Chlorodyne cannot possibly be discovered by any other person, it is evident that any statement to the effect that a compound is identical with Dr. Browne's Chlorodyne must be false. This caution is necessary, as many persons deceive purchasers by false representations.
Dr. J. COLLIS BROWNE'S CHLORODYNE.—Vice-Chancellor Sir W. PAGE WOOD stated publicly in Court that Dr. J. COLLIS BROWNE was undoubtedly the INVENTOR of CHLORODYNE, that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to. See The Times, July 15, 1884.
Dr. J. COLLIS BROWNE'S CHLORODYNE is the TRUE PALLIATIVE in NEURALGIA, GOUT, CANCER, TOOTHACHE, RHEUMATISM.
Dr. J. COLLIS BROWNE'S CHLORODYNE rapidly cuts short all attacks of
EPILEPSY, SPASMS, COLIC, PALPITATION, HYSTERIA.
IMPORTANT CAUTION.—The IM-MENSE SALE of this REMEDY has given rise to many UNSCRUPULOUS IMITATIONS. Be careful to observe Trade Mark. Of all Chemists, is 1/4d., 2s., 9d. & 4s. 6d. SOLE MANUFACTURERS.
J. T. Davenport Ltd. London.

A perfect complexion
depends on delicacy of skin, which is conferred by
"DARTRING" LANOLINE
No imitation can bear the "Darting".
No imitation can be called "Darting".
"DARTRING" TOILET "LANOLINE"
"DARTRING" "LANOLINE" TOILET SOAP

ADVERTISE

ADVERTISE

ADVERTISE

"The Life of Trade."

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it!

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony and undoubtedly the
POPULAR & LEADING PAPER.

Established over Half-a-Century

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Artistic Printing

Done with Neatness and
Despatch
At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc

Under European Supervision

China Mail Office

5 WYNDHAM STREET
HONGKONG

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	H.P.	Captain.	Last reported at
Albion	despatch-vessel	1700	—	3000	Comdr. O. de B. Brock	Hongkong
Albatross	battleship, 1st class	12,000	16	13,500	Captain F. H. M. Jorrua	Hongkong
Albatross	aloop	1050	6	1400	Commander R. Nugent	Singapore
Amphitrite	cruiser, 1st class	11,000	10	18,000	Capt. Charles Windham C.V.O.	Whampoa
Blenheim	cruiser, 1st class	9000	12	15,000	Captain F. G. Stopford	Hongkong
Brilliant	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Lewis	Hongkong
Centurion	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Amoy
Cressy	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Chorub	water tank and tug	390	—	390	Captain Robert H. S. Stokes	Singapore
Colossus	cruiser, 2nd class	5600	11	9600	Comdr. Ernest Barton	Whampoa
Esperance	aloop	1070	10	1400	Comdr. P. V. Lawes, D.S.O.	Hongkong
Famulus	torpedo boat destroyer	360	6	3700	Captain W. A. Carter	Hongkong
Fearey	cruiser, 3rd class	1580	12	3200	Lieut.-Com. H. L. Well	Whampoa
*Glory	battleship, 1st class	12,950	16	13,500	Comdr. J. D. Daintree	Shanghai
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. C. Asker	Whampoa
Hart	torpedo boat destroyer	275	6	4000	Lt.-Comdr. G. B. Powell	Singapore
Hummer	storeship	1040	—	800	Hon. N. G. Stopford	Whampoa
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. G. G. Webster	Hongkong
King Alfred	battleship, 1st class	14,000	—	—	Captain R. F. Foote, C.M.G.	Whampoa
Kinshasa	cruiser, 1st class	14,100	4	31,500	Lt.-Com. G. G. Codrington	Hongkong
Leviathan	river gunboat	180	2	6300	Comdr. W. H. Nicholson	Hongkong
Moore	river gunboat	180	2	6300	Captain Morris H. Smyth	Shanghai
Ocean	battleship, 1st class	12,950	16	13,500	Com. J. St. A. Wake	Canton
Orion	torpedo boat destroyer	350	6	6300	Lt.-Com. John P. Iven	Shanghai
Phoenix	aloop	1015	6	1400	Comdr. T. Jackson	West River
Rambler	surveying-vessel	620	—	450	Capt. C. H. H. Moore	Yangtze
Rinaldo	aloop	980	10	1400	Lt.-Comdr. Davidson	Hongkong
Rolan	river gunboat	85	2	240	Fleet Reserve	Whampoa
Rosario	aloop	980	6	1400	Captain Lewis Bayly	Whampoa
Sandpiper	river gunboat	85	2	240	Rear-Admiral C. R. Robinson	Whampoa
Sirius	cruiser, 2nd class	3600	8	9000	Lt.-Comdr. E. V. Duggan	Whampoa
Snipe	river gunboat	85	2	240	Capt. J. A. O. Wilkinson	Whampoa
Spartan	torpedo boat destroyer	355	6	6300	Lieut. Forbes	Hankow
Taku	torpedo boat destroyer	250	6	6500	Capt. Leslie Stuart, C.M.G.	Ming Bay
Tenacious	cruiser, 2nd class	4570	11	9600	Comdr. St. John Farquhar	Fernoss
Tiger	receiving ship	180	2	800	Lieut.-Comdr. A. B. Barker	Hongkong
Thetis	cruiser, 2nd class	3400	8	9000	Lt.-Comdr. Ernest O. Hardy	Hongkong
Tweed	coast defence gunboat	333	3	270	In Reserve	Hankow
Vengeance	battleship, 1st class	12,950	16	13,500	Lieut.-Com. Hugh Somerville	Hankow
Vestal	aloop	880	10	1400	Lieut.-Com. Wason	Yangtze
Virago	torpedo boat destroyer	355	6	6300		
Waterwitch	surveying ship	620	—	450		
Whiting	torpedo boat destroyer	350	6	5900		
Woodcock	river gunboat	150	2	650		
Woodcock	river gunboat	150	2	650		

* Flag of Admiral Sir Cyprian A. C. Bridge, K.C.B., Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Erwe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Aspern	Austrian cruiser	962	—	—	Capt. Friedrich Grinzenberzen	Chico
Acheron	French gunboat	1796	—	—	Captain Laffortiere	Whampoa
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Hongkong
Argus	French gunboat	—	—	—	Capt. Orespin	Canton
Arctic	French gunboat	475	3	450	Commander Journe	Whampoa
Avalanche	French gunboat	580	—	—	Lieut. Heron	Whampoa
Bengali	French gunboat	3740	29	9000	Capt. Lefevre	Whampoa
Berguet	French gunboat	8018	18	—	Captain V. Poldons	Chumulo
Chateaufort	French gunboat	625	—	—	Commander Louet	Whampoa
Decade	French gunboat	680	—	—	Commander Guthrie	Whampoa
Kersaint	French gunboat	1250	6	2250	Capt. Le Gollier	Whampoa
Lion	French gunboat	470	—	—	Capt. Bécu	Whampoa
Montcalm	French cruiser	9700	12	19,600	Captain Aros	Whampoa
Olry	French gunboat	—	—	—	Capt. Hurst	Whampoa
Paoli	French cruiser	4015	27	8500	Captain Seale	Whampoa
Redoubtable	French cruiser	9437	8	6071	Capt. Vincent	Whampoa
Styr	French gunboat	1796	10	—	Captain Thomas	Whampoa
Surprise	French gunboat	629	2	900	Lieut. Gallard	Whampoa
Taklang	French gunboat	—	—	—	Captain Blendel	Whampoa
Takou	French destroyer	—	—	—	Lieut. Carol	Whampoa
Vauban	French cruiser	—	—	—	Co adr. Villeneuve	Whampoa
Vigilant	French gunboat	—	—	—		
Viper	French gunboat	400	4	441		
Baseard	German cruiser	1857	15	2900	Comdr. Huss	Amoy
Pinet Bismarck	German flag-ship	11,000	36	14,000	Captain Friedrich	Whampoa
Geier	German cruiser	2775	15	2960	Comdr. Wuthmann	Whampoa
Hansa	German cruiser	6000	34	10,000	Capt. van Sommer	Whampoa
Herrha	German cruiser	6000	37	10,000	Capt. Baron Schimmelmunn	Whampoa
Itis	German gunboat	1000	10	1300	Capt. Baron M. Hülsemann	Whampoa
Jaguar	German gunboat	850	10	1300	Comdr. Wilhelm	Whampoa
Lucha	German gunboat	1520	—	—	Comdr. Kroncke	Whampoa
Möwe	German gunboat	1840	15	2800	Comdr. Fesper	Whampoa
Seeadler	German gunboat	900	10	1300	Comdr. Hoffmann	Whampoa
Tiger	German gunboat	—	—	—	Lieut.-Comdr. von Weise	Whampoa
Vogelweib	German gunboat	—	—	—	Captain Dick	Whampoa
Thetis	German cruiser	—	—	—		
Elba	Italian cruiser	2750	10	7471	Captain Dacome	Whampoa
Piemonte	Italian cruiser	2427	34	12,000	Captain Zuzi	Whampoa
Vesuvio	Italian cruiser	4500	24	8820	Capt. Cali	Whampoa
Vettor Pisani	Italian cruiser	6500	18	13,000	Capt. Diogo de Sa	Whampoa
Dia	Portuguese gunboat	720	—	—	Capt. F. J. Barbosa Leal	Whampoa
Zaire	Portuguese gunboat	600	—	—		
Alouet	Russian gunboat	610	6	730	Comdr. Guinter	Whampoa
Amur	Russian cruiser	2600	5	4700	Comdr. Gramatikoff	Whampoa
Askold	Russian cruiser	6000	27	—	Capt. Reitzenschein	Whampoa
Bayan	Russian cruiser	7800	10	16,500	Comdr. Erjeckovitch	Whampoa
Bayazit	Russian cruiser	3200	6	—	Capt. Nasarowsky	Whampoa
Bobro	Russian gunboat	1050	8	1150	Comdr. Korovick	Whampoa
Bogaty	Russian cruiser	6640	12	—	Captain Jensen	Whampoa
Diana	Russian cruiser	6731	6	—	Comdr. Shumoff	Whampoa
Digibit	Russian gunboat	1456	3	1700	Comdr. Novakowsky	Whampoa
Gromobol	Russian gunboat	990	9	3000	Comdr. Crown	Whampoa
Gromobol	Russian gunboat	1490	6	2000	Capt. Sopolnikoff	Whampoa
Gromobol	Russian gunboat	12,354	44	14,500	Capt. Matuzovich	Whampoa
Gromobol	Russian gunboat	1000	6	1600	Captain Sebebrunoff	Whampoa
Gromobol	Russian gunboat	1213	7	1500	Lieut.-Comdr. Lynd	Whampoa
Gromobol	Russian gunboat	1224	7	1400	Comdr. Ginter	Whampoa
Gromobol	Russian gunboat	10,500	12	9000	Capt. Bahr	Whampoa
Gromobol	Russian gunboat	4000	6	17,000	Comdr. Zagoriansky-Jensen	Whampoa
Gromobol	Russian gunboat	1490	6	2000	Comdr. Abramoff	Whampoa
Gromobol	Russian gunboat	6731	12	—	Capt. J. H. Rodgers	Whampoa
Gromobol	Russian gunboat	12,674	15	14,500	Lieut. M. L. Miller	Whampoa
Gromobol	Russian gunboat	10,580	16	10,600	Capt. H. E. Mason	Whampoa
Gromobol	Russian gunboat	12,674	15	14,500	Captain Denfield	Whampoa
Gromobol	Russian gunboat	10,960	16	10,600	Lt.-Comdr. J. Hood	Whampoa
Gromobol	Russian gunboat	1334	10	1735	Comdr. Stumoff	Whampoa
Gromobol	Russian gunboat	12,902	16	16,000	Captain R. M. Berry	Whampoa
Gromobol	Russian gunboat	12,500	68	17,000	Captain Mahan	Whampoa
Gromobol	Russian gunboat	10,923	20	15,250	Comdr. Denfield	Whampoa
Gromobol	Russian gunboat	10,950	10	16,600	Comdr. W. K. Beecher	Whampoa
Gromobol	Russian gunboat	950	2	1123	Comdr. Blockinger	Whampoa
Gromobol	Russian gunboat	1680	8	1123	Captain Barwell	Whampoa
Gromobol	Russian gunboat	12,674	36	10,300	Comdr. G. L. Dyer	Whampoa
Gromobol	Russian gunboat	600	27	30,000	Captain Naze	Whampoa
Gromobol	Russian gunboat	1520	15	1193	Comdr. Marshall	Whampoa
Gromobol	U. S. cruiser	3500	—	—	Lieut. L. C. Bartlett	Whampoa
Gromobol	U. S. cruiser	235	—	—	Comdr. U. H. Hazle	Whampoa
Gromobol	U. S. gunboat	3215	—	—		
Gromobol	U. S. gunboat	1150	—	1600		
Gromobol	U. S. gunboat	540	—	—		
Gromobol	U. S. gunboat	1392	8	1868		
Gromobol	U. S. flag-ship	11,300	41	10,000		
Gromobol	U. S. monitor	3890	6	2800		
Gromobol	U. S. gunboat	1370	6	850		
Gromobol	U. S. monitor	4084	4	5244		
Gromobol	U. S. cruiser	3157	20	—		
Gromobol	U. S. cruiser	10,233	45	—		
Gromobol	U. S. cruiser	4090	—	—		
Gromobol	U. S. cruiser	12,113	—	—		
Gromobol	U. S. cruiser	3213	15	1115		
Gromobol	U. S. gunboat	400	—	—		
Gromobol	U. S. gunboat	1397	8	1894		
Albany	U. S. cruiser	3500	—	—	Capt. J. H. Rodgers	Hongkong
Calico	U. S. cruiser	235	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	3215	—	—	Capt. H. E. Mason	Hongkong
Don Juan de Austria	U. S. gunboat	1150	—	1600	Captain Denfield	Hongkong
Eleano	U. S. gunboat	540	—	—	Lt.-Comdr. J. Hood	Hongkong
Holena	U. S. gunboat	1392	8	1868	Comdr. Stumoff	Hongkong
*Kentucky	U. S. flag-ship	11,300	41	10,000	Captain R. M. Berry	Hongkong
Monadnock	U. S. monitor	3890	6	2800	Captain Mahan	Hongkong
Monterey	U. S. gunboat	1370	6	850	Comdr. Denfield	Hongkong
Monterey	U. S. monitor	4084	4	5244	Comdr. W. K. Beecher	Hongkong
New Orleans	U. S. cruiser	3157	20	—	Comdr. Blockinger	Hongkong
Oregon	U. S. cruiser	10,233	45	—	Captain Barwell	Hongkong
Rainbow	U. S. cruiser	4090	—	—	Comdr. G. L. Dyer	Hongkong
Raleigh	U. S. cruiser	12,113	—	—	Captain Naze	Hongkong
Vicksburg	U. S. cruiser	3213	15	1115	Comdr. Marshall	Hongkong
Winnebago	U. S. gunboat	400	—	—	Lieut. L. C. Bartlett	Hongkong
Winnebago	U. S. gunboat	1397	8	1894	Comdr. U. H. Hazle	Hongkong

BRANCH ADDRESS: "ACHEE," HONGKONG.
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ESTABLISHED 1859.
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No. 17,
QUEEN'S ROAD,
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**Furniture
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DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

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TRADE MARK.

AYALA & CO.'S

Extra Quality,
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CHAMPAGNE

\$54.00 per Case Bottles.
\$57.00 per Case Bottles.

SOLE AGENTS
FOR
Hongkong and the Philippines.
H. PRICE & CO.,
WINE MERCHANTS.
19, Queen's Road Central.

MEMOS. FOR TO-MORROW.
Amusements.
Performance at City Hall.
Miscellaneous.
11.45 p.m.—Exchange Banks Close.
11.45 p.m.—Insurance Offices Close.

General Memoranda.
WEDNESDAY, February 24.—
Goods per *Rio* undelivered after this date subject to rent.

THURSDAY, February 25.—
Transfer of the *China Fire Insurance Co., Ltd.*, close from this date to the 15th March, inclusive.

FRIDAY, February 26.—
Auction of the whole of the Household Furniture, at No. 22, Morrison Hill Road.

SATURDAY, February 27.—
Goods per *Silvia* undelivered after this date subject to rent.

SUNDAY, February 28.—
Goods per *Samba* undelivered after this date subject to rent.

MONDAY, February 29.—
Goods per *Moya* undelivered after this date subject to rent.

TUESDAY, March 1.—
Goods per *Jawa* not cleared at 4 p.m. on this date subject to rent.

WEDNESDAY, March 3.—
Meeting of Shareholders of Hongkong Fire Insurance Co., Ltd., at the Company's Office.



A. S. WATSON & CO.,
LIMITED.

Established A.D. 1841.

WINE & SPIRIT MERCHANTS.

CHAMPAGNE

A WINE FOR CONNOISSEURS.

JULES MUMM & CO.,
Reims (Four successive
winners of the Grand
Prix de la Cour Impériale
et Royale d'Austrich-Hongrie)
Dry and Extra Dry. \$48.00 \$50.00

SPECIAL!

WATSON'S -

'E' WHISKY

Our Celebrated 'E' Liqueur Scotch Whisky is a blend of the finest Whiskies distilled in Scotland, specially selected and matured. It is of GREAT AGE, VERY FINE and MELLOW. Its superior quality has established its reputation as the LEADING WHISKY IN THE EAST.

Per Dozen \$16.50.

COGNAC

BRANDY.

Age and Vintage Guaranteed.

CLARETS

From the most celebrated Chateaux specially selected and imported direct.

SHERRY

PORT,

BURGUNDY.

Australian Wines.

A. S. WATSON & Co. Limited,
THE HONGKONG DISPENSARY,
February 20, 1904.

BIRTHS.

On the 13th February, at Kwoe, Shanghai, the wife of Mr. J. J. RAY, U.S. Navy, of a Daughter.

On the 13th February, at Shanghai, the wife of Mr. J. J. RAY, U.S. Navy, of a Daughter.

MARRIAGE.

On the 12th November, 1903, at Victoria, B.C., ALICE STEWART ANTON, of Hongkong, to LILLIAN MANNERS, youngest daughter of B. J. Hanford, of San Francisco, U.S.A.

DEATHS.

On the 11th February, at 'Ebor House,' Ebor Road, Singapore, ALEXANDER B. C. HANSEN (late Surveyor of the Sarawak Government).

On the 13th February, at 1, Sungking Road, GEORGE McBAIN, aged 17 years.

The publication of this issue commenced at 5.40 p.m.

The China Mail.

HONGKONG, MONDAY, FEBRUARY 22, 1904.

LOCAL AND GENERAL.

Sudden Death.
Mr. J. J. Vanvalen, a native of Holland, fell dead on Friday afternoon on board the *s.s. Poonan*. Death was due to heart failure.

Plague Investigator Killed.
A London telegram, dated 28th January, says:—The Director of the Laboratory at Fort Alexander, Keonstad, who had been experimenting with living plague cultures, died from the plague. Two assistants of the director were also attacked by the disease.

Plague in India.
A Calcutta telegram, dated 4th inst., says:—The plague mortality continues to rise as the cold weather progresses. Last week there were 23,203 deaths reported. Bombay Presidency returning 6,341, the United Provinces 4,914, the Punjab 3,251, the Central Provinces 2,688, Central India 973, Bombay City 339, Karachi 100, Madras Presidency 908, Calcutta seventeen, Mysore 640, Hyderabad 644, Rajputana 193, Kashmir 63 and Aden one.

Patriotic Japanese.
The Kawasaki Dockyard Co. has decided upon a new regulation by which (says the *Kobe Herald*) all of the company's employees with a good record will be allowed a pension on behalf of their family, in case they are enrolled for active service. The Chiefs of villages in Hukushi gori, near Kanazawa, have decided to raise 30,000 yen to the district and contribute the amount to the Government. Mrs. Shimidzu Sei, wife of the late Chief Priest of the Sanjimonji Temple, has applied to the authorities to contribute yen 10,000 toward the war fund.

Cricket.
The match between the Hongkong C.C. and the Hockey Club resulted in a win for the Hongkong Club by 104 runs. The Club scored 191, of which Turner made 70, Mackenzie 33, W. Dixon 30 and Major Chichester 28. H. Hancock took seven wickets for 106 runs. With this score Mr. Turner has practically assured himself of the highest batting average for the season. This is the last match which Mr. Turner will play for some time, and it is interesting to know that he will have the honour of having his name inscribed on the *Bokhara* memorial shield. As will be remembered, Mr. Turner's father, Major Turner, was a member of the Hongkong Cricket party, nearly all of whom were drowned in the *Bokhara* in the Formosa Channel in 1892.

Far Eastern Directory.
The Directory and Chronicle published from the Daily Press Office becomes bulkier with each year of publication. The issue for 1904 has just come to hand, and even a cursory perusal is sufficient to show that it is an improvement upon previous issues. The purely directory part of it includes every foreign firm of any standing between Vladivostok and the Straits Settlements, including the Philippine Islands, Borneo, and Netherlands India. It would be much easier to mention the omissions than to enumerate the various items of useful information the Directory contains. The maps and plans are a distinctly praiseworthy feature, and appear to have been brought well to date, while the Treaties, Port and Consular Regulations, Customs Tariff, scales of fees, typhoon signals, and descriptive matter are enough to fill volumes by themselves. The letterpress is clear and well-printed and the arrangement of matter the handiest possible. Exception might be taken to the numerous advertisements inserted throughout the body of the volume; but as they are doubtless a valuable asset to the proprietors and enable them to publish the Directory at a very moderate price the general public can scarcely grumble. We would suggest to the proprietors the advisability of publishing separate copies of the Hongkong and Shanghai Directories. The volume is growing so colossal that while it is indispensable in every office and home it is a terrible nuisance, and the Hongkong and Shanghai sections, by themselves, would be much appreciated by those who have to make frequent use of them. It seems superfluous to recommend such a well-known publication as the *Daily Press Directory*. As we have already said, it is indispensable for every place of business in the Far East.

LOCAL AND GENERAL.

Notes by the Way.
The German Mail of the 20th January was delivered in London on the 19th Feb.

Mr. Garlick has succeeded Sir John Anderson (Governor-elect of Straits Settlements) as a principal clerk at the Colonial Office.

Sixteen thousand tons of Westport (New Zealand) coal will leave this month for the Admiralty, of which two cargoes are for Hongkong.

Baron von Rosen, the Russian Ambassador at Tokio, accompanied by his family and suite, arrived here to-day on the French mail steamer *Yarra*, homeward bound.

Mr. Wm. Dinwiddie, the well-known war correspondent, who represented the *New York Herald* in Puerto Rico, the Philippine Islands and in South Africa, passed through Hongkong to-day on his way to Japan to take charge of the *New York World* corps of correspondents in the Russian-Japanese war. For about two years, Mr. Dinwiddie has been the Governor of one of the best provinces in North Luzon.

Infectious Diseases.
During the week ended February 20 there were four cases of infectious diseases. One fatal case of plague was reported, the patient being a Chinaman. The other cases were two of enteric fever, and one of small-pox.

The Dallas Company.
At the City Hall to-night the Henry Dallas Company will give their first performance of 'A Chinese Honeymoon' in Hongkong. The curtain will rise at 9 o'clock. The company have made all arrangements, and come up from India with flattering notices in the Press.

Burial of Bluejackets.
Two naval funerals took place at the Happy Valley on Sunday. Both were largely attended, the band of H.M.S. Ocean played a funeral march, and a firing party fired the usual volleys as the bugles sounded the 'Last Post.' One of the deceased was a Bluejacket from the Ocean, who died after an operation for appendicitis, the other was one of the men of H.M.S. Fearless attacked by typhoid fever on board that vessel. We hear that the *Fearless* has been thoroughly disinfected, and that she leaves for Shanghai to-day.

'His Excellency.'
When the curtain rose at the Theatre Royal on Saturday night, a crowded house welcomed the last appearance (for the present) of the amateurs in Mr. W. S. Gillet's pretty opera 'His Excellency.' From start to finish, everything went smoothly, and a more fitting finale to such a successful season could not have been wished for. Amongst the ladies, premier place must be given again to Mrs. Hall-Wright as the sparkling Nanna. Her acting and singing throughout were keenly enjoyed by the large audience. Mrs. Hagen was an admirable Thora. Mrs. Craddock made a charming Christiana (a ballad singer), and Mrs. Maitland as Blanca quite captivated the audience. Both the latter ladies have good voices, and their singing was much enjoyed. We may mention that all the ladies were presented with floral tributes. Amongst the gentlemen, Lieut. Davidson as the eccentric Governor, Surgeon H. Leigh Norris, as the Sympie of Kilmorie, Mr. George P. Lamert as Erling Syke, and Mr. W. J. Phillips as the crusty Dame Hecla Cortlandt, shared in the honours of the evening. The 'dashed comfellow' of the Hussars, with Surgeon R. R. Horley as Corporal Horold, and Mr. W. J. Phillips as the Prince Regent, looked and acted his part to perfection. A special word of praise is due to the orchestra, and its leader, Mr. A. G. Ward, for the exquisite rendering of the various accompaniments, which greatly helped to the success of the evening; and we cannot close this notice without referring again to the excellent and arduous work of Mr. G. A. Caldwell, the Stage Manager, and Mr. A. Chapman, the Acting Manager, to both of whom much of the success of the performances is due. Fortunately, Mr. E. W. Mitchell was able to be present at the last two performances.

TO PREVENT CROUP, begin in time. The first symptom is hoarseness; this is soon followed by a peculiar rough cough, which is easily recognized and will never be forgotten by one who has heard it. The time to act is when the child first becomes hoarse. If Chamberlain's Cough Remedy is freely given, all tendency to the croupy cough has developed, it will prevent the attack. There is no danger in giving this remedy as it contains nothing injurious. It always cures, and cures quickly. For sale by all chemists and medicine vendors: WATKINS Ltd., General Agents.

WEATHER REPORT.
The following notes are issued by the Hongkong Observatory:—
On the 22nd at 11.38 a.m. The barometer has risen in South China and to a less extent in the Philippines.
Gradients are slight at the China Coast, and fresh winds may be expected in the Formosa Channel and the northern part of the China Sea.
There are indications of a depression over North China, but the information from the North is too scanty to establish this fact.

RUSSIAN ADVANCE IN COREA.
March on Seoul.
(From Our Special War Correspondent.)
Tokio, February 21.
The Russian Army advancing on Seoul has reached Kwangju. They have cut the telegraph lines at Chongju.

A RUSSIAN OFFICIAL REPORT.
Train Derailed.
(From Our Own Correspondent.)
SHANGHAI, February 21.
The Russian consulate here publishes the official statement of Admiral Witgift, chief of staff at Port Arthur. This report contradicts the Japanese official statement that a torpedo attack was made on Port Arthur on the 14th instant, and states that no vessels were damaged, but that everything was quiet until yesterday afternoon.

A train has been derailed near Lake Baikal. The train was thrown off the line by the masses of snow piled on the track. A number of Russian soldiers were injured. Traffic has since been resumed.

RUSSIANS FIRE ON BRITISH VESSEL.
Austrian Consul Detained.
(From Our Special War Correspondent.)
Tokio, February 21.
The Austrian Consul at Hongkong, Mr. Post, was on board the British steamer *Hoping*, when it was fired on by the Russians at Port Arthur. The Consul has been detained at Port Arthur.

GENERAL KUROPATKIN TAKES THE FIELD.
Another Russian Communication.
(From Our Own Correspondent.)
SHANGHAI, February 22.
General Kuropatkin, the Russian Minister of War, assumes command of the Russian military forces in Manchuria.

An official communication signed by the chief of the staff in Port Arthur, dated 20th instant, states that the Japanese ships have been seen at Port Arthur since the 14th instant.

TELEGRAMS.

['CHINA MAIL'S' EXCLUSIVE SERVICE.]
SUPPLIED BY RUSSIA, VIA BOMBAY.

THE RUSSO-JAPANESE WAR.

ANOTHER DISASTER AT PORT ARTHUR.

Cruiser 'Boyarin' Wrecked.
LONDON, February 20.
A telegram from Tientsin states that after the blowing up of the *Yenisei* by the accidental explosion of a mine, a violent storm occurred. All the submarine mines came to the surface, and floated about in all directions.

On the following day, the Russian cruiser *Boyarin* was sent out to assist in securing the mines. After she had picked several up, she was caught in the storm and driven on the rocks, where she now remains—a total wreck.

[The *Boyarin* is a steel cruiser of 6375 tons displacement. Her speed is 23 knots, and she has an indicated horse power of 21,000. Her length is 413.4 feet, beam 52.5, and draught 20.8 feet. She carries 6 inch Q.F., eight 1.8 inch guns, and five torpedo tubes, two of which are submerged.—ED., C.M.]

['CHINA MAIL'S' SPECIAL SERVICE.]
JAPANESE OFF SHANGHAI.

Projected Sale of Russian Gun-vessel.
(From Our Own Correspondent.)
SHANGHAI, February 20.

It is learnt from a reliable source that the reason of the Japanese cruiser *Akikushima* coming to Shanghai is to keep a lookout for the French cruiser *Pascal* (with the Russian refugees on board) and the Russian gunboat *Mandjour*. The question may be solved by the sale of the *Mandjour* to France.

[The *Akikushima* is a steel cruiser of 3140 tons displacement, built in Japan in 1902. She carries four 6 inch Q.F., six 4.7 inch, and ten 3-pounder guns. The *Mandjour* is a steel gunboat of 1416 tons displacement, built at Copenhagen in 1886. She carries two 8 inch, one 6 inch, seven quick firing and maxims and 4 light guns.—ED., C.M.]

WOUNDED RUSSIANS.
SHANGHAI, February 21.

The Russian survivors at Chemulpo are proceeding to Colombo by the British cruiser *Amphitrite*.

Tokio, February 21.
The French cruiser *Pascal*, with wounded Russians on board, is going to Saigon.

[We have local information to the effect that the wounded Russian sailors picked up by the *Amphitrite* are to be placed in the Government Civil Hospital here, the remainder of the survivors of the Chemulpo fight going on to Colombo by the Indo-China steamer *Namang*.—ED., C.M.]

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Cruiser 'Boyarin' Wrecked.
LONDON, February 20.
A telegram from Tientsin states that after the blowing up of the *Yenisei* by the accidental explosion of a mine, a violent storm occurred. All the submarine mines came to the surface, and floated about in all directions.

On the following day, the Russian cruiser *Boyarin* was sent out to assist in securing the mines. After she had picked several up, she was caught in the storm and driven on the rocks, where she now remains—a total wreck.

[The *Boyarin* is a steel cruiser of 6375 tons displacement. Her speed is 23 knots, and she has an indicated horse power of 21,000. Her length is 413.4 feet, beam 52.5, and draught 20.8 feet. She carries 6 inch Q.F., eight 1.8 inch guns, and five torpedo tubes, two of which are submerged.—ED., C.M.]

['CHINA MAIL'S' SPECIAL SERVICE.]
JAPANESE OFF SHANGHAI.

Projected Sale of Russian Gun-vessel.
(From Our Own Correspondent.)
SHANGHAI, February 20.

It is learnt from a reliable source that the reason of the Japanese cruiser *Akikushima* coming to Shanghai is to keep a lookout for the French cruiser *Pascal* (with the Russian refugees on board) and the Russian gunboat *Mandjour*. The question may be solved by the sale of the *Mandjour* to France.

[The *Akikushima* is a steel cruiser of 3140 tons displacement, built in Japan in 1902. She carries four 6 inch Q.F., six 4.7 inch, and ten 3-pounder guns. The *Mandjour* is a steel gunboat of 1416 tons displacement, built at Copenhagen in 1886. She carries two 8 inch, one 6 inch, seven quick firing and maxims and 4 light guns.—ED., C.M.]

WOUNDED RUSSIANS.
SHANGHAI, February 21.

The Russian survivors at Chemulpo are proceeding to Colombo by the British cruiser *Amphitrite*.

Tokio, February 21.
The French cruiser *Pascal*, with wounded Russians on board, is going to Saigon.

[We have local information to the effect that the wounded Russian sailors picked up by the *Amphitrite* are to be placed in the Government Civil Hospital here, the remainder of the survivors of the Chemulpo fight going on to Colombo by the Indo-China steamer *Namang*.—ED., C.M.]

RUSSIAN ADVANCE IN COREA.
March on Seoul.
(From Our Special War Correspondent.)
Tokio, February 21.

The Russian Army advancing on Seoul has reached Kwangju. They have cut the telegraph lines at Chongju.

A RUSSIAN OFFICIAL REPORT.
Train Derailed.
(From Our Own Correspondent.)
SHANGHAI, February 21.

The Russian consulate here publishes the official statement of Admiral Witgift, chief of staff at Port Arthur. This report contradicts the Japanese official statement that a torpedo attack was made on Port Arthur on the 14th instant, and states that no vessels were damaged, but that everything was quiet until yesterday afternoon.

A train has been derailed near Lake Baikal. The train was thrown off the line by the masses of snow piled on the track. A number of Russian soldiers were injured. Traffic has since been resumed.

RUSSIANS FIRE ON BRITISH VESSEL.
Austrian Consul Detained.
(From Our Special War Correspondent.)
Tokio, February 21.

The Austrian Consul at Hongkong, Mr. Post, was on board the British steamer *Hoping*, when it was fired on by the Russians at Port Arthur. The Consul has been detained at Port Arthur.

GENERAL KUROPATKIN TAKES THE FIELD.
Another Russian Communication.
(From Our Own Correspondent.)
SHANGHAI, February 22.

General Kuropatkin, the Russian Minister of War, assumes command of the Russian military forces in Manchuria.

Five of her Chinese passengers were seriously injured and the rest panic-stricken. Such an attack with shells on a neutral commercial vessel, without any preliminary black flag, is absolutely unprecedented.

The *Fuying* arrived in Port Arthur from Chinwangtao, with a cargo of Kaiping coal, on Friday the 5th February. By the morning of the 8th, the whole cargo had been discharged and the vessel was to leave next day. At midnight of the 8th, the Captain and crew were awakened in a wakefulness by the reports of heavy guns firing. In the darkness and confusion of the night little could be seen, but next morning the harbour was full of evidences of Japanese activity during the night.

When the *Fuying* entered Port Arthur the Russian squadron of large vessels in all (not counting the second-class cruiser which was under repair inside the West Basin and took no part in the action) was riding outside the harbour immediately under the forts which rise above the entrance on the north-east side. There they had remained all the time until the 8th. At daylight on the 9th, the *Fuying* and the *Tsuruichi* were lying in a slinking condition right across the narrow mouth of the harbour and completely blocking it. Just beyond and on the western side of the entrance were lying the first-class cruiser *Pallada*, which had been torpedoed and run ashore to save her from sinking, and a large Russian transport which had also run ashore for safety.

Captain Gray with his second officer and chief and second engineers put off in a small boat on a voyage of inspection. They had with them a crew of Chinese and pulled round to the *Tsuruichi* and *Pallada*. These were seen at once to be damaged beyond possibility of repair in the limited dock accommodation available at Port Arthur at present. They had gone all round those two vessels and were proceeding to look similarly at the *Pallada* when the report of a loud explosion rang out. Simultaneously a shell fell right alongside their boat. It was then about half-past ten o'clock. The remainder of the Russian fleet were still lying under shelter of the forts on the other side of the harbour, but immediately following the explosion one of them, whether a battleship or a cruiser it was impossible to say, disappeared stern first in the water, taking all hands, or so it seemed at least, with it. The whole incident scarcely took more than a minute or so. One of the Chinese in Captain Gray's boat had been badly scalped and he with his three terrified compatriots leaped overboard into the water. The four foreigners ran their craft ashore and took shelter behind a rock whence they looked out on what was now a general engagement.

Sixteen Japanese men-of-war were approaching from the East in a long line, single file. Their fire was returned by the Russian squadron and the forts on the headlands, and a terrific din of booming continued for three-quarters of an hour. Then the Japanese, having sighted right along the front of the coast and harbour made off, still in line, towards the South. So far as could be seen they had themselves sustained little or no damage. It will be seen that Vice-Admiral Alexieff does not claim that any Japanese vessel was even seriously injured.

such a statement he could not give, but he signed the paper. Two hours later he received full permission to leave.

Steaming out of the West Basin, with the British ensign flying at the main, the *Flying* was abreast of the guardship at the mouth of the harbour (we understand from a passenger that this was the *corvette* *Rechenberg* commanded by Prince Levin) when without the slightest hint or warning, without a single blank charge as a preliminary, the guardship sent a two-inch shell whizzing over the deck. Immediately afterwards two other shells followed and struck the *Flying* in the bows, fortunately above the waterline but doing much damage. The shells burst also in the part of the ship most crowded with Chinese passengers and five of these were very badly wounded. One poor girl had a leg blown off, a man lost an arm, another a portion of his back. Consternation seized all on board the *Flying* which stopped immediately and returned to the inner harbour. Later on Captain Gray was sent for by the commander of the guardship, but all that was said to him was: "We are very sorry; it was a mistake; you may proceed to sea." At five o'clock the *Flying* again got under weigh and this time passed out without an incident. In the ordinary course the voyage would have been made direct to Shanghai, but the indignity to the British flag was not to be endured, and Captain Gray put into Weihaiwei to report the occurrence to Captain Windham of H.M.S. *Amphitrite*.

The passengers, it need not be said, were still in a state of nervous tension when they arrived, and many of them held the sight of the *Bund* as a veritable hell of refuge.

FIRE IN QUEEN'S ROAD.

Two Houses Destroyed.

Shortly before ten o'clock on Saturday night a fire broke out in No. 352 Queen's Road Central, which resulted in the complete gutting out of Nos. 352 and 354 before the fire was got under. When the brigade arrived on the scene, under the command of Mr. Hallifax, the flames had a good hold of No. 352. As usual the want of water hampered the efforts of the firemen from the outset, the force of water available being insufficient to send the water to the second floor of the building. The house in which the fire broke out is the second house in a terrace, so that the firemen were able to take their hose up a lane and play on the flames from the rear. Several lengths of hose were taken up the lane, and into the adjoining houses. When the top floor of No. 352 fell with a crash, sending dense volumes of smoke and sparks into the darkness of the night, the water was still very weak. By degrees the water gained volume, presumably after the residents had taken enough out of the pipes to serve their purpose, when they turned their taps off, leaving a stronger force available for fire purposes. The fire-floot was also requisitioned, and several streams of salt water were turned on to the conflagration. No. 354 began to catch alight from the rear, and once the flames had firm hold the building was soon consumed by the fierce fire. The ladders were run up to the roof of the neighbouring house and a hose directed from the top into the furnace beneath. This hose seemed to have more effect than any other, for the fire was gradually beaten back, and soon the decreasing lurid hue proclaimed that the fight was over. The firemen were victorious; they had saved the block, but two three-story buildings were the price of the fire. No. 352 was occupied by Sang Loong Li, as a cloth store, and was insured at \$16,000, and No. 354 was occupied as Kwang Cheng Wan, and was insured for \$14,000.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Honour Sir Wm. Goodrum, Chief Justice.)

Monday, February 22nd.

A DISHONEST SERVANT.

Wong Chan, a house coolie, was charged with stealing \$238, from the possession of his master, Lieut. Gaskell, No. 3, Queen's Gardens.

The Attorney General prosecuted, and accused was unrepresented. He pleaded not guilty, and the following jury was sworn: Messrs T. L. R. Cotter, H. Fridmore, A. C. More, T. Arnold and C. E. P. Herbst.

The Attorney General said that accused was a servant in the employ of Lieut. Gaskell. On February 6, Lieut. Gaskell drew \$238 out of the bank for the purpose of paying his Company on February 9. Lieut. Gaskell kept for him until February 8. On February 8 an Indian Coolie stopped accused near Shatin, in the New Territory, and asked him what was in a bundle he was carrying. Accused ran away, but the constable caught him and found the money in his possession. The constable arrested him and he was brought to Hongkong.

Evidence was led.

The prisoner admitted the offence and the jury returned a verdict of guilty. A sentence of eighteen months was passed, the Chief Justice remarking that the moral of the case was that people who had coolies about the house should look up their money.

LARGENY AS A BAILER.

Paul Rosch, a German, was charged with stealing \$205.36, the property of F. Nolte and another.

The Attorney General prosecuted and accused was represented by Mr. M. W. Slade (instructed by Mr. John H. Wang). The accused pleaded not guilty, and the same jury as in the previous case was retained.

The Attorney General said that accused was employed by Mr. Nolte as salesman for cigars on commission in Hongkong. On January 19 and 25 the accused received receipts for the value of \$908, and left receipts for them. Portion of these receipts had been handed to another salesman, but the proceeds of those cigars, less the percentage, was handed to him. After he had received all the money for the cigars accused left for Canton. The Court contended that accused lost the money at Canton by gambling, but accused said he had been robbed.

Evidence was led.

The jury brought in a verdict of guilty, with a strong recommendation to mercy. The Chief Justice sentenced accused to four months' imprisonment, with hard labour, remarking that he was a very bad man, placed in his position through a foolish mistake for gambling.

The Court adjourned sine die.

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

Annual Meeting.

The ordinary yearly meeting of the Hongkong and Whampoa Dock Company, Limited, was held at noon to-day in the company's office, Queen's Buildings.

Sir Paul Chater presided, and there were also present:—The Hon. O. W. Dickson, Messrs N. A. Siebe, E. Goetz, A. Haupt, J. H. Lewis, E. S. Wheeler, D. E. Brown, J. S. Van Buren, E. W. Tilden, Directors; W. B. Dixon, Chief Manager; A. V. Apsar, G. M. Bain, P. Brewitt, Hart Buck, H. F. Carmichael, Chow Hing Ki, Chau Siu Ki, W. E. Clarke, H. M. S. H. Emmell, E. Goetz, D. Haskell, E. A. Hewett, Ho Fook, Ho Kom Tong, Ho Tung, H. Humphreys, W. C. Jack, E. S. Joseph, J. J. Leiria, Lo Cheung Shiu, D. Landale, D. Macdonald, P. B. Marshall, J. R. Michael, S. J. Michel, R. Mitchell, E. J. House, W. Parlane, T. H. Reid, A. Rodger, T. Skinner, E. A. Snewin, Schubart, A. G. Wood, T. I. Rose (Secretary) and others.

The secretary read the notice convening the meeting, and the Chairman said:—Gentlemen:—The report and statement of accounts having been in your hands for some time, I propose, with your sanction, to follow the usual course and take them as read. At the last half-yearly meeting I was in a position to congratulate you on the result of the working, which compared favourably with those of the two previous half-years. It is with great pleasure, gentlemen, I find myself able to announce a continuance of this prosperity, and to lay before you figures which show a still further and substantial advance. The net profit for the six months ended 31st December, 1903, amounted to \$514,396.34, to which has to be added the sum of \$214,293.70 brought forward from last account, and after deducting Directors' and Auditors' fees, there remains for appropriation \$767,690.04, as compared with \$662,293.13 in the previous half-year. Subject to your concurrence, the Board propose to deal with the balance as follows:—To pay a dividend for the half-year of 12 per cent. and a bonus of 2 per cent. to Shareholders, amounting to \$350,000, to write \$22,500.35 from the value of Hong Kong Docks, and to carry forward to next account the balance of \$425,340.09. I trust, gentlemen, these recommendations will meet with your approval. Considering the state of trade generally, I think this result may fairly be regarded as satisfactory. The tonnage of merchant vessels actually docked during the half-year shows a decline of some 10 per cent. compared with the previous six months, as will be noted from the following figures:—412,858 tons against 462,648 tons. The tonnage of British warships docked was 44,179 tons against 47,042 tons, and Foreign warships, 19,111 tons against 40,499 tons. The decline in the number of Foreign men-of-war docked was no doubt due in great measure to the unsettled relations existing between Russia and Japan. As a set-off against the reduced docking tonnage, the occupation of No. 1 Dock by H.M.S. *Amphitrite* for 39 days and that of the No. 2 Dock by the steamer *Pembroke* for 21 days, may be noted. The difficulties experienced in fulfilling our docking arrangements for the larger ships alluded to at previous meetings still continue, as evidence of which fact I may mention that during the docking of the *Pembroke*, three large vessels had to be refused, viz. the merchant steamers *Siberia* and *Trenant*, and the French Cruiser *Chateau Renault*, thus emphasizing the urgent need of further Dock accommodation. Whilst on this subject, I should remark that the question of long-throwing the No. 1 Dock, to which I referred on last occasion, we met, has been found unnecessary owing to the fact—since discovered, that the propeller shafts of the *Siberia* and *Korea* can be drawn in board, and those vessels consequently can be accommodated (applause).

Considerable improvements and additions to our plant and machinery have been carried out during the interval, including the bedding in concrete and gearing up of the machines and providing flooring for the vast area of the Fitting Shop, together with similar work to the new Brassfitters' Shop and the adjoining Engine Works and Tool Storerooms. Extensions to the Foundry and Joiners' Shop have been found necessary in order to cope with the increasing work in those departments. Addition to the working plant in the Shipyard have also been made to allow for the increased size of plating both for new work and for repairs, and further additions to this branch are in contemplation. The Plate Bending Rolls now being erected are electrically driven and will be capable of dealing with the largest plates now in use. With reference to the Electric Power Extension at Kowloon, referred to at last meeting, the light Machine house has been re-roofed, and extensive flues laid to connect the boilers to the existing chimney. The condensing plant has been fixed, and capacious piping for same is being laid. The electric lighting throughout the Yard have been received and the engines and dynamos have been shipped and are due at an early date. Other extensive and unexpected Electrical work, chiefly to H. M. S. *Gloria*, had interfered with the progress of the electrical work at Kowloon, but as the result of that vessel—which has been carried out with dispatch and will be completed within the date given—is now nearly finished, our electric installation will proceed rapidly. Turning to another branch of our business, that of shipbuilding, I stated at the last meeting that we had secured an order for the construction of a steamboat for the West River Trade, and this was as you are all aware, successfully launched the other day, and will be completed in advance of her due date. We have also entered into a contract to build a boat for the Yangtze trade, and more recently we have received an order from the Government of the Philippines for a survey steamer for the Cordillera Department, the latter of which is now in progress. The latter is much commended to the *Times* as a proceeding which means a war of exhaustion and another wholesale retreat similar to that from Moscow, leaving Port Arthur and Vladivostok isolated. This, the *Times* observes, is a great resolve, but its success depends on the will of the enemy.

On the motion of Mr. J. R. Michael, seconded by Mr. H. F. Carmichael, the appointment of Messrs E. S. Wheeler and A. Haupt to the Directors was confirmed, and Mr. E. W. Tilden was appointed a Director. Mr. Hewitt proposed, and Mr. Leiria seconded, the re-election of Messrs D. E. Brown and A. Haupt as Directors; carried. Mr. Ho Fook proposed the re-election of Messrs T. Arnold and H. U. Jeffries as Auditors. On being seconded by Mr. Carmichael, it was carried.

Mr. Hart Buck—Before we go I think the shareholders would like to express their thanks to the general manager and staff for the good work they have done for the shareholders (applause).

The Chairman—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be issued to-morrow.

Mr. H. Humphreys—Mr. Chairman and gentlemen, I have seconded the adoption of the report and statement of accounts for this Company so often that I am beginning to feel that I am one of the permanent institutions of the Dock Company. My father did it before me, so I suppose it runs in the family. There are times when dividends are scarce and bonuses are conspicuous by their absence, and the seconding of the Chairman's address is a proceeding of no little personal risk. But I think there is no fear on this occasion. We have had a good half year, and next half year will probably be better still. I congratulate the Board of Directors on the improvement in the affairs of the Company, and I think that the thanks of the shareholders are due to Sir Paul Chater for the good work he has done on the sub-committee and for his consenting to act as Chairman for another term (applause). I was glad to hear from his remarks just now that the drawing office was to be shifted to Kowloon. I have no practical knowledge of the working of the Dock Company, but I have spoken to those who ought to know, and they tell me that this is the only Dock Company in the world where the drawing office is in one place and the works in another. It seems to me essential that the people responsible for the making of designs should be on the spot to assist in the working of the designs, and I have spoken to those who ought to know, and they tell me that this is the only Dock Company in the world where the drawing office is in one place and the works in another. It seems to me essential that the people responsible for the making of designs should be on the spot to assist in the working of the designs, and I have spoken to those who ought to know, and they tell me that this is the only Dock Company in the world where the drawing office is in one place and the works in another. 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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

PORT	VESSEL	TO SAIL ON	REMARKS
YAMA, Via SHAL MOJI & KOBÉ (passing through the Inland Sea).	YAMA	About 23rd February.	Freight and Passage.
LONDON, &c.	YAMA	Noon, 27th February.	See Special Advertisement.
SHANGHAI, MOJI & KOBÉ (passing through the Inland Sea).	YAMA	About 27th February.	Freight only.
SHANGHAI.	YAMA	About 28th February.	Freight and Passage.
LONDON & ANTWERP, Via SHAL MOJI & KOBÉ (passing through the Inland Sea).	YAMA	About 3rd March.	Freight only.

E. A. HEWITT, Superintendent.
Hongkong, February 20, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPIENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, &c. to the Baltic Sea and Baltic Ports; North and South America.)

TWOSEAS SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

FOR HAVRE AND HAMBURG.

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Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	MENLAUS	27th February.
GLASGOW AND LIVERPOOL	RHIFER	4th March.
GLASGOW AND LIVERPOOL	MACHAON	5th March.
GLASGOW AND LIVERPOOL	TELMACHUS	12th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON AND ANTWERP	MOYUNE	1st March.
LONDON AND ANTWERP	CLAUDON	15th March.
GENOA MARSEILLES & LIVERPOOL	MAJAN	20th March.
LONDON AND ANTWERP	PAK JING	29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via N.K. MOBE & YOKOHAMA.	AGAMENON	24th February.

FOR FREIGHT, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, February 20, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	WHAMPOA	24th Feb. Daylight.
MANILA	KANU	24th February.
SHANGHAI	KALAN	28th Feb. Daylight.
YOKOHAMA AND KOBÉ	SHANUNG	28th February.
TIENTSIN	CHILU	1st March.
COOKTOWN, CAHINS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	3rd March.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B. REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, February 22, 1904.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID
NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND
PASSENGERS AND CARGO.N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamer	Sailing Date
SEYDLITZ	WEDNESDAY, 2nd Mar.
ROON	WEDNESDAY, 16th Mar.
PREUSSEN	WEDNESDAY, 30th Mar.
HAMBURG	WEDNESDAY, 13th April.
PRINZ HEINRICH	WEDNESDAY, 27th April.
OLDENBURG	WEDNESDAY, 11th May.
BAYERN	THURSDAY, 26th May.
SACHSEN	THURSDAY, 9th June.
ZIETEN	THURSDAY, 23rd June.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 2nd day of March, 1904, at Noon, the Steamship
SEYDLITZ, of the Norddeutscher Lloyd, with MALES,
PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling
at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 29th February. Cargo
and Specie will be received on Board until 5 p.m., on Tuesday, the 1st March.
Parcels will be received at the Agency's Office until Noon, on Tuesday, the 1st
March.

Contents of Packages are required. No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardses.
Linen can be washed on board.

For further Particulars, apply to

Norddeutscher Lloyd.

Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.
BOSTON TOWBOAT CO.CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMAVIA
SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TACOMA	2812	M. Ridley	February 26.
VICTORIA	3592	J. Truebridge	March 16.
TREMONT	3806	T. W. Garlick	March 25.
OLYMPIA	2837	A. Dixon	April 27.

* Have no second class accommodation. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 9606 tons Capt. T. W. Garlick About 1st March.
S.S. SHAWMUT 9606 tons Capt. W. M. Smith About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Two-screw a.s. Shawmut and Tremont have just been fitted with superior
Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to

Dodwell & Co., Limited.

GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, February 6, 1904.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships.
—Electric Light—Perfect Cuisine—Surgeon and
Stewardesses carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila Direct	Feb. 27, at 10 a.m.
RUBI	2540	R. W. Almond	"	Mar. 5, at 10 a.m.
PERLA	1880	A. H. Netley	"	"

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, February 22, 1904.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOCHOW

The Company's Steamship
HAITAN,
Captain Roach, will be despatched for
the above Ports on TUESDAY, the 23rd
inst., at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, February 20, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

The Company's Steamship
HANGSANG,
Captain Wilde, will be despatched as
above on WEDNESDAY, the 24th inst.,
at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, February 18, 1904.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL AMERICAN AND
SOUTH AFRICAN PORTS.

The Steamship CHUSAN, Captain V.
B. Palmer, R.N., carrying His Ma-
jesty's Mails, will be despatched from this
Port for BOMBAY, on SATURDAY, the 27th
February, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed by Bombay.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, February 15, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.
To Sail, 1904.

MACDUFF About March 1.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, January 23, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship
LOONGSANG,
Captain Blazo, will be despatched
as above on WEDNESDAY, the 24th inst.,
at Noon.

This steamer has superior accommodation
for First Class Passengers, and is
fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, February 18, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.FOR SHANGHAI, KOBÉ AND
YOKOHAMA.

The Company's Steamship
SYDNEY,
Captain Blazo, will be despatched for
the above ports on or about WEDNES-
DAY, the 24th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, February 18, 1904.

"GLEN" LINE OF STEAMSHIPS

FOR LONDON AND ANTWERP

The Steamship
GLENHOLME,
Captain T. DARR, R.N., will be despatched
as above on SATURDAY, the 5th
March, 1904.

For Freight or Passage, apply to
McGREGOR, BROS. & CO.,
General Managers.

Hong

Salmon, M. Y. Y. 1b 22

Salmon,—Ma Yau Yu	15	馬友魚
Shark,—Sa Yu	...	...	...	28	鯊魚
Skate,—Po Yu	...	...	...	10	鮫魚
Shrimps,—Ha Yu	...	...	...	24	蝦
Snapper,—Lap Yu	...	...	...	20	立標魚
Sole,—Tint Sa Yu	...	...	...	22	鰈沙口魚
Tench,—Wan Yu	...	...	...	14	鯽魚
Turbot,—Cho Hw Yu	...	...	...	18	左胸魚
Turtles, small, fresh water,—Kork Yu	...	...	...	60	小龜
White Bait,—Ngun Yu C	...	...	...	—	銀魚仔

Fruits.

菓子

Almonds,—Hung Yan	20	杏仁
Apples, (California) From San Diego, Etc.	25	金山苹果

Almonds, — Hung Yang	20	杏仁
Apples, (California) — Kam San Ping Kho	...	...	25	金山平果
„ (Chofoe) — Tin Chun Ping Kho	...	...	—	天坪平果
„ Small, — Hoi Tong	...	...	—	海棠
„ Custard, — Fan Lai Chi	...	...	each	番梨核
Bananas, fragrant, Canton, — San Shing	...	...	3	省城番梨
„ Hoiung Chiu	...	...	—	海城番梨
Bananas, (brides), Macao — San Heung Chiu	...	...	—	山仔番梨
Chestnuts, Chinese, — Foong Lut	...	...	12	風樹子
Carambola, — Yeung Tuo	...	...	—	楊桃
Cocoanuts, — Yeh Tse	...	...	each	椰子
Lemons, China — Ning Moong	...	...	5	檸檬
„ America — Kum San Ning Moong	...	...	6	金山檸檬
Lichees, Dried — Lai Chi Con	...	...	15	荔枝乾
„ Fresh	...	...	—	荔枝
Limes, (Saigon) — Sai Kung Ning Moong	...	...	8	西貢檸檬

Mango, Saigon—Sai Kung Moong... .. 一 西貢

Mango, Maigon—Sai Tung Moing...	each	西番菜
Mango, Saigon—Sai Tung Moing...	..	芒果
Man oetens.—San Chuk Tsz	dozen	山竹
Oranges, Canton.—San Shing Tim Chang	6	省城柑
.. (Small)—Tai Kut	.. 6	城柑
Olives.—Pak Lam	.. R 4	大白橄欖
Pears, (American)—Kam San Shut Li	..	金山梨
.. (Canton), Cooking.—Su Li	..	沙梨
.. (Shanghai)—Shoung 'Hai L.	.. 12	上海梨
Peanuts, Fa Sang	.. 10	花生
Persimmons—Lung, Hung Chio	..	紅柿
Pine-apples, lat quality.—Shoung Poon Ti	..	神地
.. Paw Law	.. each 6	本地
.. 2nd cooking—Chung-tang-paw-law	..	中地
Plantains.—Tai Chou	.. 2	中等

Plums,—Swatow Hung Lai...	—	紅梨
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Plums.—Swatow Hung Lai...	...	—	紅梨
Pumelo, Siam.—Chin Lo Yau	...	8	選台桃
Walnuts.—Hop Tuo	...	12	選台桃
„ Green.—Sang Hop Tuo	...	—	生合桃

Vegetables, &c.

Artichokes, Shanghai.—Sheung Hat Ah	...	4	丁治荷
Chi Cheuk	...	...	...
Beans, (French), Macao.—Oh Moon Pin	...	8	澳門邊豆
„ (French), Shanghai.—Sheung Hat	...	...	上海邊豆
Pin Taa	...	...	...
„ Sprout.—Ah Choi	...	2	芽菜
„ Low.—Tau Kok	...	—	芥菜

Beet Root,—Hung Chai Pau . . . each 2 紅菜

Beet Root,--Hung Choi An	...	each	2	紅菜
Brinjals, Green,--Ching Yuen Kor	...	...	...	青元茄
" Red,--Huen Koo	...	...	4	紅茄
Brassica,--Pak Choi...	...	...	2	白菜
Bamboo Shoots,--Cheuk Shun	...	...	7	竹筍
Cabbage, Chinese, com.--Kai Choy	...	...	2	白菜
Cabbage Root,--Kai Lan Tan	...	each	2	白菜
Cabbage, (Shanghai),--Yeh Choi	...	...	1	上海白菜
Cano Shoots, bunch,--Kau Shun	...	...	...	竹筍
Cauliflower, Large size,--Tai Yek Choi-fa	each	16	大椰菜	
" " Medium size,--Cheung Yeh Choi-fa	13	中椰菜		
" Small size,--Sai Yeh Choi Fa	8	細椰菜		
Carrots,--Kam Shun	...	...	5	紅菜

Celery, Chinese, —Tong K'ai Choi
.. English, —Yeung	6

Celery, Chinese, —Hong Kien Choi	唐芹片	0
„ English, —Yung	白芹片	0
„ White, —Pak, „	白芹片	7
Chiltee Root, —Con Lai Chi	乾紅辣花	17
„ Red, —Hung Fa	紅青蔥	30
„ Green, —Ching Lat Chiu	青蔥	16
Curry Stuff, English, 'Ka Lee Choi Lu...	椰菜	5
Cucumbers, —Ching Kwa	瓜	—
Bitter Squeesh, —Fu Kwa	青瓜	—
Garlic, —Suen Tau	蒜	—
Ginger, young, —Sun Tsz Keung	姜	4
„ old, —Lo Keung	老姜	5
Horse Radish, 'Shai—Lik Kan	蘿	18
Ho-Joe Corn, —Sut Mei	粟	—

Lettuce,—Young Sang Chol	... each	1	永 生
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Lettuce, —Young Sang Ghol	...	sch	1	洋生
Water Cheenuts, —Ma Tai	...	"	4	洋馬
" Mandarin, —Kwei Lum Ma Tai	...	"	6	林馬
Mushrooms, Fresh—Sang Cho Kio	...	"	7	林草
Onions, Bombay, —Young Ching	...	"	2	洋生
" Green, —Sang Chung	...	"	2	洋生
" Shanghai, —Sheung Hai Chung Tao	...	"	1	上海生
" Japan, —Yu' Poon	...	"	1	日本生
Okroes, —Mo Koo	...	"	1	毛洋
Parsley, English, —Young On Sal per Bundle	...	"	1	洋完
Green Peas, —Ching Tan	...	"	5	青豆
Potatoes, Sweet, —San Shu	...	"	3	甘薯
" Shanghai, —Sheung Hai Shu Tai	...	"	1	上海甘薯

„ Mandarin, — Kwei Lum MaTol, „ 6 桂林馬

"	Mandarin.—Ewei Lam Ma Tel,	"	6	檳榔
Mushrooms, Fresh.—Sang Cho Kho	"	"	"	馬蹄
Onions, Bombay.—Yeung Ching	au	"	7	生草
"	Green.—Sang Chang	"	2	洋蔥
"	Shanghai.—Sneung Hai Chung Tao	"	—	生蔥
"	Japan.—Yu' Poon	"	—	上海
"	Okroka.—Mo Ker...	"	—	日本
Parsley, English.—Yeung Yu Sal per Bundle	"	"	1	毛茛
Green Peas.—Ching Tau	"	"	5	洋豆
Potatoes, Sweet.—Fan Shu	"	"	2	青豆
"	Shanghai.—Sheung Hai Shu Tau	"	—	青豆
"	Japan.—Yut Poo Shu Tau	"	—	上海
"	American.—Ta Kai	"	—	日本

Pumpkin,—Toong Kwa

Pumpkin,— <i>Toong Kwa</i> ... ..	...	1	冬瓜
Radish,— <i>Hung Lo Pak Tsai</i>	dozen	3	紅蘿蔔
Shalots,— <i>On Chung Tau</i> ... ..	...	...	乾葱
Spinage, (Chinese)— <i>Paw Choi</i> ... ..	...	3	菠菜
Spinach,— <i>Yin Choi</i> ... ..	...	—	銀絲菜
Tomatoes,— <i>Fan Ker</i> ... ..	...	4	見紅
Taro,— <i>Wu Tau</i> ... ..	...	2	芋
Turnips, <i>Pan-th</i> , (Long),— <i>Low Pak</i> ... ..	...	2	蘿
<i>English</i> ,— <i>Jeung Low Pak</i>	piece	2	種洋
Vegetable Marrow,— <i>Oh-t Kwa</i> ... ..	...	...	鴨脚菜
Water Cresses,— <i>Sai Yeung Choi</i> ... ..	...	5	西洋菜
<i>Caltrop</i> ,— <i>Lan Kok</i> ... ..	...	—	水花生
<i>Lily root</i> ,— <i>Liu Ngan</i> ... ..	...	4	百合

